

TRANSLATION (P/4325-7-amended claims):

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METHOD FOR OPERATING AN INTERNAL COMBUSTION ENGINE

C L A I M S

1. Method for operating an internal combustion engine, especially an internal combustion engine for a motor vehicle, with a charge air flow path, in which a compressor (12), an exhaust gas turbocharger (18), a waste gate (30), which admits a flow of exhaust gas to a turbine (32) of the exhaust gas turbocharger (18), and a throttle valve (22) are installed, wherein an outlet of the compressor (12) is connected with an inlet of the exhaust gas turbocharger (18), an air channel (14) that bypasses the compressor (12) is provided, and the throttle valve (22) is installed downstream of the exhaust gas turbocharger (18), wherein a compression throttle valve (16), which is installed in the air channel (14) that bypasses the compressor (12), selectively closes exclusively this air channel (14) that bypasses the compressor (12) in a continuously variable way and controls compression of the compressor (12), and wherein, in an engine load or speed range in which the exhaust gas turbocharger (18) alone is not able to apply the desired boost pressure, the compressor (12) is switched on, characterized by the fact that, in this engine load or speed range in which the exhaust gas turbocharger (18) alone is not able to apply the desired boost pressure, the compression of the compressor is controlled by the compression throttle valve (16), and the waste gate (30) is adjusted to maximum compression of the exhaust gas turbocharger (18).

2. Method in accordance with Claim 2, characterized by the fact that the compressor (12) is shut off as soon as the mass flow that the exhaust gas turbocharger (18) is able to deliver on the basis of the exhaust gas mass flow \dot{m}_{abg} supplied by the engine exceeds the delivery volume of the compressor.